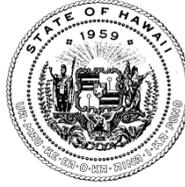


DAVID Y. IGE
GOVERNOR



LATE

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
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**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 17, 2022
3:00 P.M.
State Capitol, Conference Room 224/Teleconference
S.C.R. 73

**REQUESTING THE UNITED STATES DEPARTMENT OF TRANSPORTATION TO
CONDUCT AN INVESTIGATION REGARDING THE SAFETY OF THE BRIDGES
ALONG HANA HIGHWAY.**

Senate Committee on Transportation

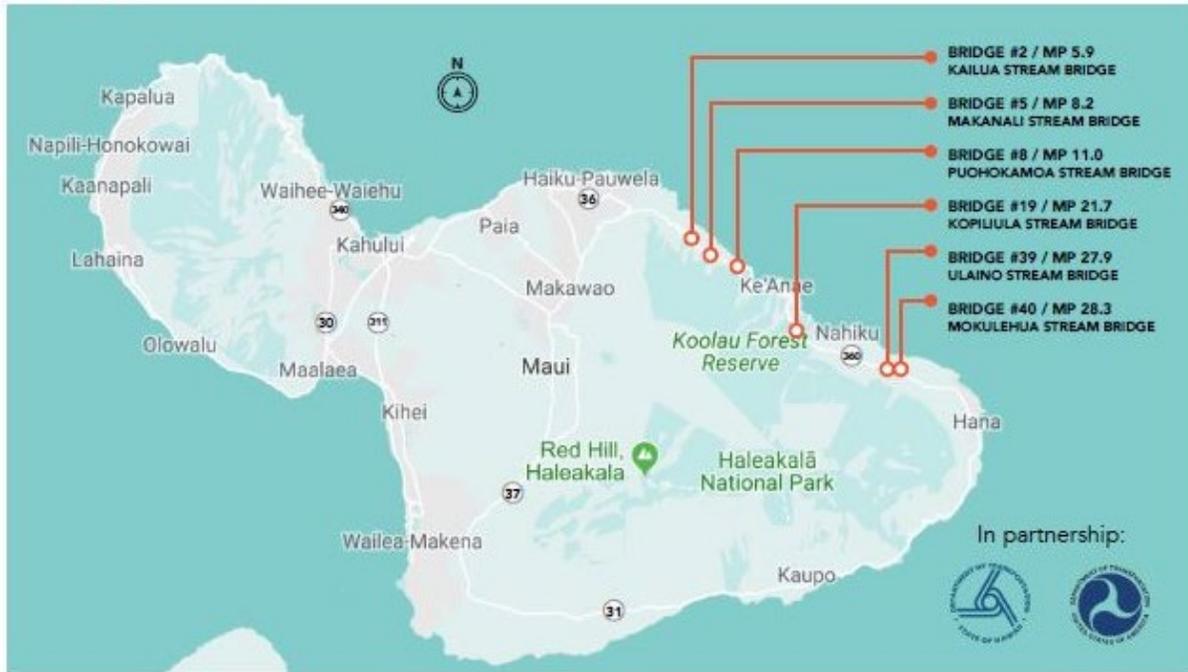
The Department of Transportation (HDOT) **supports the intent** of this resolution that requests that the United States Department of Transportation (USDOT) conduct an investigation into the safety of the bridges along the Hana Highway. While the HDOT prioritizes ensuring safety of all bridges on our system, we do not support this resolution in its current form and consider this resolution unnecessary.

The safety investigation requested by this resolution is not done by the USDOT. The federal government requires the HDOT and the four Hawaii Counties operate, maintain, and manage the federal highway system for the State of Hawaii. One of the USDOT mandates is that HDOT and the counties manage the bridge safety program under which each bridge is inspected every two years, at a minimum, in accordance with the National Bridge Inspection Standards. As they are under the state's jurisdiction, bridges on Hana Highway are included in the safety program, and are inspected for safety, structural capacity, condition, geometry, hydraulic capacity, scour, and other considerations. The Hana Highway bridges are safe, and are load rated to ensure the safety of all users and the maintenance of the infrastructure.

The safety inspections are also utilized to prioritize the rehabilitation and replacement of bridges on the highway system. In addition to the safety inspection, prioritization also considers the volumes of users, length of detours, environmental clearance requirements, and construction impacts to communities. The HDOT has been working on options to replace the highest priority bridges on Hana Highway and have identified 6 (see diagram) we will start with. These bridges will cost approximately \$8 million to \$10 million each, will require intermittent shut downs of the route, and are programmed to start construction approximately end of 2024. To minimize impacts to the public, we

are designing the structures using segmental construction technology, and considering light weight materials that can be placed efficiently without significantly heavy equipment, delays due to concrete pours, or impacts to streams. These measures not only help with construction time and costs, but also to reduce impacts to the sensitive environment we strive to protect

PROJECT MAP



The Infrastructure and Investment and Jobs Act (IIJA) provides us with approximately 20% more funds this year than we received during the previous surface transportation legislation. For bridges specifically, we also receive another \$67 million per year. That is a significant increase in funds, but those funds are for the state and counties to address the 770 plus bridges on the system. Given that a replacement of a standard bridge averages about \$25 million, we definitely get to do more projects, but still don't have all the funding needed to address the entire system. However, another benefit of the IIJA is the discretionary funds available to compete for. We will continue to prioritize structures based on the above criteria, move projects forward as quickly and efficiently as responsible, and package projects that are not prioritized for formula funding into discretionary grant applications that we will coordinate with county leads and area legislators.

With the above programs and plans in place, HDOT does not believe S.C.R. 73 is necessary.

Thank you for the opportunity to provide testimony.